

Hongkong Daily Press.

ESTABLISHED 1857.

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壹拜禮 號式十月壹十年百九千壹英港香

PRICE \$2 PER MONTH

New Advertisements will be found on page 4.

THE PUREST AND BEST CONFECTIONERY.

THE MOST TASTEFUL AND PLEASING CHRISTMAS CARDS.

A. S. WATSON & CO., LIMITED, CONFECTIONERS, HONGKONG DISPENSARY. ESTABLISHED A.D. 1841.

CUTLER, PALMER AND CO. WINE SHIPPERS SINCE 1815, Who have consigned their Brands to Hongkong for over half a century. Apply to G. C. ANDERSON, 41 Hongkong, 13, Praya Central

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SQUARE BOTTLE WHISKY

The sale of this good Scotch increases month by month. It is of Superb Quality and of CUTLER, PALMER & Co.'s SELECTION. Sole Agents for it—LANE, CRAWFORD & CO. Hongkong.

JOHN WALKER & SONS' FAMOUS KILMARNOCK WHISKY.

This World-renowned Fine OLD HIGHLAND WHISKIES are shipped by CUTLER, PALMER & CO. and are obtainable in Hongkong of G. C. ANDERSON, No. 15, Praya Central Hongkong, 26th July, 1897.

CUTLER, PALMER & CO. LTD. PRICES \$10.75 PER DOZEN.

NET

"SPECIAL BLEND" WHISKY
Blend of Selected Distillations of the Finest Scotch Whiskies

Apply to SIEMSEN & CO. Hongkong.

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

TIME TABLE.
WEEK DAYS.

7.30 a.m. to 8.30 a.m. Every quarter of an hour
8.30 a.m. to 9.30 a.m. Every ten minutes
9.30 a.m. to 10.45 a.m. Every quarter of an hour
11.30 a.m. to 1.30 p.m. Every quarter of an hour
3.30 p.m. to 6.30 p.m. Every quarter of an hour
6.30 p.m. to 8.00 p.m. Every ten minutes
Night cars at 8.45 p.m. and 9 p.m. and from 9.45 p.m. to 11.15 p.m. every half hour.

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BUSES.
8.15 a.m. to 10.15 a.m. Every half hour
10.30 a.m. to 11.00 a.m. Every ten minutes
Noon to 2 p.m. Every quarter of an hour
2.45 p.m. to 8 p.m. Every quarter of an hour
Night cars at 8.45 p.m. and 9 p.m. and from 9.45 p.m. to 11.15 p.m. every half hour.

SPECIAL CARS by arrangement at the Company's Office, 38 & 40, Queen's Road Central. JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 1st May 1899.

VICTORIA CYCLE EMPORIUM.

THE pleasure of cycling consists in having a first class Machine, and the above Establishment is always leading in this respect. We are Agents for the famous "NEW HOWE" and "MONOPOLE" CYCLES, and we also supply fitting of every description. Bargains can be had in second hand Machines. Repairs executed with promptitude and skill. Enamelling a specialty.

MOKIDY & CO., 43 & 44, QUEEN'S ROAD EAST, Hongkong, 3rd November, 1899.

RUIUART PERE & FILS, REIMS

Established 1719. CHAMPAGNE GROWERS AND SHIPPERS.

Ship only the Finest Quality Extra Dry (Green Seal) LAUTS, WEGENER & CO. Sole Agents.

Hongkong, 17th May, 1899.

GREEN ISLAND CEMENT COMPANY

PORLTAND CEMENT.

\$5.00 per Bag of 250 lbs. net ex Factory.

\$3.00 per Bag of 250 lbs.

SHIENWAN, TOMEI & CO.

General Managers.

Hongkong, 2nd July, 1899.

SCHLITZ WORLD FAMED BEER
IS THE ONLY BEVERAGE ONE NEVER REGRETS DRINKING.
TONIC AND REFRESHING.

SOLE AGENTS—

WATKINS, LIMITED,
CHEMISTS, AERATED WATER MANUFACTURERS, AND COMMISSION AGENTS, HONGKONG.



[112a] JUST LANDED.

EX s.s. "STUTTGART,"

KUPPER'S PILSENER BEER.

Telephone 75.

The most popular of light Beers: there is never any sediment in KUPPER BEER, it is always bright and sparkling.

CALDBECK, MACGREGOR & CO., SOLE AGENTS.

[34a]

COTTAM & CO.
NEW AUTUMN GOODS.

AMERICAN BOOTS AND SHOES.
WOOLLEN UNDERWEAR.
HATS, SHIRTS and EVENING GEAR.

[35a]

LANE, CRAWFORD & CO.
(TAILORING DEPARTMENT).

[36a]

WINTER SEASON.

LATEST LONDON FASHIONS.

NEWEST & BEST MATERIALS.

DRESS SUITS from
TWEED LOUNGE SUITS from ... 885.
NORFOLK JACKET SUITS from ... 35.
SCOTCH TWEED ULSTERs, for Travelling, from ... 35.
[32a] SCOTCH TWEED ULSTERs, for Travelling, from ... 50.

LANE, CRAWFORD & CO.

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PHOTOGRAPHIC PLATES, PAPERS AND CHEMICALS.
EASTMAN'S KODAKS, FILMS AND ACCESSORIES.
DEVELOPING AND PRINTING UNDERTAKEN.
A. CHEE & CO., 174, QUEEN'S ROAD, HONGKONG.

[39a]

CUTLER, PALMER & CO.
ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.

Their Brands are favourably known all over the World.

The following are some of their Stocks with the underlined:

SUPERB OLD COGNAC, C.P. & Co.'s INVALIDS' PORT

\$22.50 PER DOZ.

Distinguished by 4 Stars on the label.

ANOTHER FINE COGNAC, \$16.75 per doz.

Less old than the above.

THE ELITE OF WHISKY.—

THE "PALL MALL"

\$20 PER DOZ.

11 Years old; the finest quality shipped.

Each bottle bears an Analyst's certificate.

C. P. & Co.'s OWN SPECIAL

BLEND WHISKY,

\$10.75 PER DOZ.

Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS; THEY ARE UNQUALLED AT THE PRICE

AGENTS—SIEMSEN & CO., HONGKONG.

[41]

MANILA CIGARS.
ALWAYS ON HAND THE BEST MARKS.

FROM "LA INSULAR" AND "LA PERLA DE ORIENTE" FACTORIES.

J. M. DE ZUNIGA,

No. 9, QUEEN'S ROAD, HONGKONG.

Entrance, ICE HOUSE STREET (New Victoria Hotel).

[39a]

THE VICTORIA DISPENSARY,
HONGKONG.

AERATED WATERS.

SIMPLY AERATED WATER.

LEMONADE.

SODA WATER.

SARSAPEARILLA.

GINGER ALE.

TONIC WATER.

RASPBERRYADE.

LEMON SQUASH.

SPECIAL TERMS to Hotels, Clubs, Messes and other large consumers.

Arrivals, Departures and other Shipping Intelligence will be found on pages 5, 6 and 7.

INSURANCE.

THE STANDARD LIFE ASSURANCE CO. is one of the largest and best known of the BRITISH LIFE OFFICES. Funds exceed Nine Millions Sterling. Annual Revenue over One Millions One Hundred and Fifty thousand.

For full Particulars, rates, &c., apply to DODWELL & CO., LIMITED, Agents, Hongkong, 9th November, 1900. [1-1873]

HOTELS.

HONGKONG HOTEL

A First Class Hotel in every respect.

Elegantly Furnished Reading, Music, and Smoking Rooms.

Dining Accommodation for 250 persons.

Hydraulic Elevators to every floor.

Cuisine of the best.

Hot and Cold Water throughout.

Wines and Groceries imported specially from Europe and America.

Electric Lighting in the Billiard Room.

Wines, &c., cooled by Refrigerator.

All Hotel Linen washed on the premises by Machinery.

Bedroom Accommodation—132 rooms.

Fire Extinguishing Mains on every floor.

CHARGES: MODERATE.

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THE PEAK HOTEL.

City Office: 7, Duddell Street. [1028]

HOTEL CRAIGIEBURN.

PLUNKET'S GAP, The PEAK, near the Tram Terminus.

Tel. 56. For Terms, apply to the MANAGER.

Hongkong, 2nd July, 1900. [1029]

THE WAVERLEY HOTEL.

ICE HOUSE STREET, HONGKONG.

A FIRST-CLASS PRIVATE HOTEL.

Handsome Furnished and Exceedingly Spacious Rooms.

Very MODERATE TERMS to FAMILIES, by the DAY, WEEK, or MONTH.

SINGLE ROOMS from \$2 a day, inclusive of BOARD and ATTENDANCE.

TERMS Moderate.

A. FONSECA, Manager.

Hongkong, 1st December, 1899. [46]

HING KEE HOTEL.

(ESTABLISHED 1873)

MACAO.

THIS First class and well-known establishment is pleasantly situated in the centre of PEAK GRANDE, facing south, with a charming view of the sea on the front. Comfortable and well-furnished Bed-rooms.

Cuisine Excellent. Prompt Attendance.

TERMS very Moderate.

L. HING KEE, Proprietor.

Telegraphic address "HINKEE". [1819]

VICTORIA HOTEL.

SHAMEEN—CANTON.

THIS FIRST-CLASS HOTEL having been thoroughly renovated, and a new specially built 3 Storey wing added to it, now affords a splendid accommodation for 40 to 50 visitors.

The Bed Rooms are airy and comfortably furnished and the Dining and Sitting Rooms are spacious and replete with every convenience for tourists.

Excellent CUISINE and best WINES.

The Hotel's Best boards all Steamers on their arrival and departure.

Telegraphic address "VICTORIA", Canton.

A. H. C. and Al. Offices need.

MADAM & FARMER, T. F. DA CRUZ.

Proprietors. Manager.

Hongkong,

INTIMATIONS.

BROWN, JONES & CO.
MONUMENTAL SCULPTORS
AMERICAN MARBLE.
ITALIAN MARBLE.
HONGKONG GRANITE.
Designs and Prices on application.
Office, 17A QUEEN'S RD. CENTRAL, 1ST FLOOR

A. S. WATSON & CO.,
LIMITED.
WINE AND SPIRIT MERCHANTS:

Established A.D. 1841.

SCOTCH WHISKY.

Per Case

1 doz.

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| A—THORNE'S BLEND, White Capsule..... | \$10.80 |
| B—WATSON'S GLENORCHY, MELLOW BLEND, Blue Capsule, with Name and Trade Mark | 10.80 |
| C—WATSON'S ABELOUR-GLENLIVET, Red Capsule, with Name and Trade Mark | 12.00 |
| D—WATSON'S H.K.D. BLEND OF THE FINEST SCOTCH MALT WHISKIES, Violet Capsule | 14.40 |
| E—WATSON'S VERY OLD LIQUEUR SCOTCH WHISKY, Gold Capsule | 15.00 |

THORNE'S BLEND and WATSON'S GLENORCHY are high-class Soda Whiskies, of greater age than most brands in the market.

ABELOUR GLENLIVET is a very old Peat Whisky (smoky) and could not now be replaced in stock at the price.

D is well known for its fine flavour.

E is of superb quality and pronounced by leading local connoisseurs to be the best brand in the Hongkong market.

A. S. WATSON & CO.
LIMITED,
WINE AND SPIRIT MERCHANTS.

Established A.D. 1841.

science. GALVANI and VOLTA had been playing with electricity, but neither they nor anyone else had dreamt that there in lay a mighty force which would one day change the mutual relations of the whole world, and practically eliminate time and distance. These, however, and not the struggles of the nations, will be the causes which to the end of time will make the nineteenth century a stepping-stone in the progress of the world. Looking at the political aspect there are of course great and important advances to be noted, but it is noteworthy that the greater part of these were only rendered possible by the advances in the mechanical arts to which we have alluded. The most noteworthy of these is the growth of the British Empire. When the period opened Great Britain was an island off the north-west coast of Europe, with a single half-conquered dependency in India. She had indeed struggled in the past to found a colonial Empire, but mismanagement had alienated her colonies, and she had practically given up all thought of again attempting the task. When it ends we find a British Empire already an established fact—not merely nominal during the piping times of peace, but able to bear the strain of a serious and exhausting war. The United States, which less than a quarter of a century previously had started on their own account as a nation, at its conclusion stand out as the most powerful and most advanced of civilised peoples, with a population, which although it has drawn on every nation in the world, has resulted in forming the most numerous and most homogeneous people on earth. Germany after her apparent extinction at Jena has not only turned the tables on her then conqueror, but has succeeded in rising to the front in all the arts which have rendered the century illustrious; and stands as a military nation unequalled amongst her fellows. Last, but by no means least, we must come to the enormous Empire of Russia, the latest born of European Powers, but already ambitious of dictating to all the rest, and playing in the future the part which a NAPOLEON vainly essayed in the past. As a Power Russia was at the beginning of the century practically confined to Europe, where, however, her territories covered not far short of a million and a half square miles, with a scattered and rude population probably under forty millions. This population was not in any sense homogeneous, and was divided by distances which then rendered communication impossible; so that when NAPOLEON invaded her she found her best and only defence lay in her distances, and her want of population. She indeed nominally reached across Asia to the Northern Pacific, but not the most sanguine of her statesmen ever dreamt that these inhospitable plains would before the century was over become positive sources of wealth and strength. Now at the end we find Russia a formidable Power in Europe; and not content with this, but laying her plans wide and deep for absolute supremacy throughout the entire Asiatic Continent. All these developments have been rendered possible by the advance of the mechanical arts, and the ruling power now in our states is not the amount of population nor the perfection of their government, but the extent to which they have progressed in the application of the industrial arts, and their ability to apply them to the needs of military science. Although NEWTON published his great generalisation of the laws of universal gravitation some twenty years before the close of the seventeenth century, the theories thereby established did not make progress till well within the following century. In 1843 Sir WILLIAM GROVE in like manner propounded publicly his generalisation of what he called the "correlation of forces." According to this new theory, heat, light and electricity were but different developments of an energy already existing, and which could neither be destroyed nor created. Subsequent investigations bore out this generalisation; and acting on its manifestations Professor JOULE carried out his celebrated experiment, showing the actual amount of energy required to raise the temperature of water one degree. Although the experiment threw a flood of light on the nature of the vibrations which produced the effects known as heat, light, chemical affinity, and electricity, it remained for the latter portion of the century to show that the vibrations of the other were by no means confined to these manifestations. HEZET, RÖTGEN, BECQUEREL and others showed that there were many other modes of etherial vibrations than those conceived by the earlier investigators, and that for all that we know the number might be incalculable; and more recently there has been a tendency to connect with these the phenomena of gravity. Though conceived long ago as the natural consequence of GROVE's doctrine of the "Correlation of Forces," the old theory of gravity as a force of attraction still holds general sway; though men's minds are gradually being turned to the more logical view that gravity, like the others, is but the effect of etherial vibrations, and hence that all of these so-called forces are but the emanations of a common cause, and are capable of mutual transformation. Thus,

ages ago, the species of energy to which we give the name of gravity, acting on a number of scattered particles, drove them into a restricted space, where their collisions with one another set up in place of their original vibrations of gravity a modified form of motion called heat. In turn these vibrations reflected to the earth assumed the form of chemical affinity, and this induced particles which had assumed the forms of hydrogen and carbon to unite, and under another form of vital force to produce vast forests. By and bye, these died and got buried, but the force that had produced them was not destroyed nor diminished, but was only hidden for a time. In these last centuries man, himself a creature of these same forces, comes on the scene, and he uncovers the former deposit, and finding that it still has some of its original energy left, tickles it into burning, which by dissolving the union between the carbon and the hydrogen, lets go the energy which as chemical affinity had previously enabled them to combine. This energy is now in the form of heat, and he employs it to separate the particles of a certain amount of water, which he has placed in a boiler. It is precisely the same as if he had used the same amount of energy in raising a weight to a certain height; the steam is under pressure, and in expanding it lets go the energy which had been imparted to it. Finally the man applies this energy, now become force once more to the labour of pumping water, of spinning cotton, or of driving a dynamo, and so once more it is dissipated to go once more the everlasting round, and perhaps in some far off planet to be employed by some other intelligent being for purposes equally suited to his conditions of existence.

This is the great problem which the twentieth century finds waiting for solution, —a correlation of which GROVE had only an inkling; and it is not too much to affirm that in its solution lies the key to the highest mysteries of our existence, as well as it may be to the production, or rather the transmutation, for our use of the vibrations of the universal ether. Is there to be a short cut between the etherial vibrations producing the phenomena of universal gravitation and the driving, say, of a dynamo? The question may almost seem irreverent, yet upon its solution may depend the future of the human race.

The interport shooting match arranged for Saturday last takes place on Wednesday.

Home papers report that Mr. Arnot Reid was affected by sunstroke on his way home from Asia, and was lying dangerously ill last month.

Mr. A. G. Ward will give an Organ Recital on Wednesday in St. John's Cathedral, when a collection will be made in aid of the Choir Fund. Mr. Also Marsh will be the vocalist for the occasion.

The first performance by the A.D.C. of the three-act comedy *Our Flat* is now definitely arranged for Saturday, the 24th inst., and a second representation will take place on the following Monday night. Rehearsals have been proceeding busily for some time and all promises well for the opening night.

The following notification appears in the *Gazette*:—The Hongkong Regiment—Lieutenant H. S. Moberley, Indian Staff Corps, wing officer, to be quartermaster, vice Captain A. C. J. Campbell, the Duke of Cambridge's Own (Middlesex) Regiment, wing officer, who has vacated that appointment.

In the match, Hongkong A.F.C. v. R.A. Cos. to-day, at 4.15 p.m., the following will represent the club:—Goal—W. H. Howard; backs—W. H. Russell and A.N.R.; half backs—C. T. Kew, S. L. Jenkins, and J. W. C. Bonnar; forwards—J. E. Lee, F. M. Browne, R.E., J. F. Noble, T. V. Tregebar, (5th J.H.C.), and A. E. Low. Mrs. Lockhart has kindly consented to present the Six-a-side Cup and medals prior to the match.

The new P. & O. s.s. *Sobraon*, though, as told elsewhere, she did not run into the typhoon had rough weather all the way to Hongkong. She shows, however, but very slight signs of ill usage. The *Sobraon* is not, as has been stated pretty widely in the press, definitely intended as yet to inaugurate a new service of boats for the Far East. Her trip is more of the nature of an experiment. In type she is an improved *Mallard*, and passengers say that she is a very comfortable boat.

Although, for the convenience of the troops serving in Northern China under the command of Lieutenant General Sir Alfred Gaseke, Field Post Offices have been established, at which postage stamps are obtainable, says the *L. and C. Express*, it may often happen that soldiers at the front are not within reach of these offices, and cannot, therefore, prepare their correspondence. In these circumstances it has been ruled by her Majesty's Government that soldiers actually serving at the front, may be allowed, within reasonable limits, to send letters home free of charge, the postage, which under ordinary circumstances is recoverable from the receiver of the letter, being debited against Army funds. All correspondence from the United Kingdom for the troops in China should be sufficiently prepaid; but in cases in which the postage is deficient every assistance will be given, notwithstanding, by the postal authorities to ensure delivery to the addressee. The concession noted above is not applicable to correspondence from (or to) Hongkong.

The importation of horses from Singapore into Malacca has been prohibited until further notice.

All ships, junks, and other vessels are warned, in the *Gazette*, that torpedoes will be run on the Kowloon range from to-day until further notice, between the hours of 8 a.m. and 4 p.m. daily.

A notification is published in the *Gazette* of a telegram from the Governor General of Indo-China, announcing the resounding on the 8th inst. of the decree of the 3rd May, declaring Hongkong infected with plague.

Two cases of cholera were reported at the Lunatic Asylum, Singapore, on last Friday week. Two more cases were found in a boat off Beach Road, both men being dead. They had come from Palembang to Singapore.

Arrangements have been in progress for some months past for the holding of a Military Exhibition at Earl's Court next year. A preliminary committee of distinguished military men has already been formed.

The Canadian Militia Department has accepted an order from the Indian Office for 2,000 tons of firewood for China. The consignment was to be despatched at once from Vancouver. £10,000 has also been cabled in payment of great-coats, maccassins, and socks sent to China from Canada.

The following British war ships were placed on the non-effective list last month.—The *Audacious*, battleship, the *Invincible*, battleship, the *Achilles*, cruiser, the *Raleigh*, cruiser, the *Active*, cruiser, the *Vulage*, cruiser, the *Hydra*, coast defence ship, and the *Scorpion*, coast defence ship. We understand that H. M. S. *Wivern* has also been condemned.

Meers Jardine, Matheson and Co. informed us on Saturday that they were in receipt of a telegram from London that the Board of Directors, Indo-China S.N. Co., Limited, have declared an interim dividend of 8 shillings per share, free of income tax, for the current year.

On the 10th ult. the Russian transport *Katalin*, conveying six companies, two sotnias, and 24 officers of the Manchurian Frontier Guard, left Novo Rosaiik on Wednesday for Vladivostok, and the British steamer the *City of Bombay*, with 35 officers and 1,920 men of the Manchurian Frontier Guard on board, left Odessa on the next day for China.

Orders were received last month at the School of Military Engineering, Chatham, for drafts of Royal Engineers to be prepared for Malta, Bermuda, Mauritius and Singapore. Col. Fukuhara, of the Imperial Japanese forces, on the 11th ult. visited the School by special permission from the War Office. He was shown over the establishment by Major Jackson, R.E.

On Saturday at noon an extraordinary meeting of shareholders in the above company was held at the offices of the General Manager (Messrs. Jardine, Matheson, and Co.) for the purpose of considering the financial position of the company. The chair was occupied by the Hon. J. J. Keswick, and there were also present the Hon. C. P. Chater, C.M.G., Messrs. R. M. Gray, A. Hanpt (Committee), T. P. French, G. Stewart, B. Brynjoe, T. S. Forest, R. M. Mehta, Ho Fook, Ho U Shang, Cha Chin Nam, Hon. Kwai Hin, V. H. Deacon (Legal Adviser), Mr. McKit (Secretary) and A. Shaw (Manager).

The SECRETARY read the notice concerning the meeting.

The CHAIRMAN said:—Gentlemen, A mention in the notice calling this meeting, which has been read, the invitation on 27th September to shareholders to take up Preference Shares has met with practically no response, and we are again met here to do so to confront and consider the financial position of the company. It may be advisable for me to repeat what I said at the informal meeting held on 25th September to the effect that after allowing for the estimate proceeds of yarns and cotton in stock on Cotton in process, the amount advanced by the company by Messrs. Jardine, Matheson and Co., approximately \$1,000,000 and I then added that Messrs. Jardine, Matheson and Co. had decided not to exceed that amount, although they were willing not to press for repayment at present if some arrangement could be made to provide working capital. At the same meeting, further intimated that, subject to the regular quarterly payment of interest on the amount they have advanced, and provided that Shareholders were prepared to furnish a capital of not less than \$300,000, Messrs. Jardine, Matheson and Co. would undertake that repayment of their advance should not be demanded before the end of September, 1901. Well, Gentlemen, the financial position is practical the same to-day, we are no nearer relief than when we last met, our invitation for applications for Preference Shares was not responded to, your consulting committee has been returned by the company's solicitors as illegal and impracticable unless absolutely unanimously supported, and all agreed to take up the new shares in the suggested new company; and no suggestions of any kind have been forthcoming. Shareholders, I trust, Gentlemen, the are alive to the fact that if you do not come forward and protect your own interests in such manner as we have submitted to you it will be absolutely necessary to call an extraordinary meeting of shareholders, at which they will reluctantly have to propose a resolution that the company be liquidated voluntarily, will be a most unpleasant step to take, but on that we shall be compelled to adopt with great reluctance, if in the meantime shareholders are unable to come forward with some proposal which will save the situation by finding the working capital we have mentioned. It has been the wish of the general agents by any possible means to safeguard the shareholders and their own investment in the company's shares, but a business man will perceive that they cannot afford indefinitely providing money, and I am compelled now formally to intimate that unless money is forthcoming they will have no option but to call as I have already said an extraordinary meeting of shareholders, at which they will be compelled to adopt with great reluctance, if in the meantime shareholders are unable to come forward with some proposal which will save the situation by finding the working capital we have mentioned. That is nothing to do but to call an extraordinary meeting as I intimated before was necessary. It is a step I take with the very greatest reluctance. That being the case I will call an extraordinary meeting in order to give the necessary notice. That concludes the business before this meeting gentlemen.

LORD SALISBURY ON CHINA.

Lord Salisbury, speaking at the Guildhall Banquet, stated that if the objects of the Anglo-German Agreement could be achieved he did not know that the issue of the China problem need concern us in England very anxiously.

THE WAR IN SOUTH AFRICA.

LONDON, 9th November, 7.55 p.m.

DE WET SEVERELY DEFEATED.

Major Le Gallais and Gen. Knox severely defeated De Wet's force, 1,000 strong, at Bothaville and captured eight guns and 100 prisoners. The Boer casualties left behind on the field of battle were 25 killed and 30 wounded. The British lost 11 killed and 33 wounded. Major Le Gallais himself was killed.

LONDON, 10th November, 9.40 p.m.

FLIGHT OF STEYN AND DE WET.

The Boer prisoners taken at Bothaville say that Messrs. Steyn and De Wet are in full flight.

REUTER'S SERVICE.

LONDON, 8th November.

MINISTERIAL APPOINTMENTS.

Mr. G. Wyndham has been appointed Secretary for Ireland; Mr. Long, Secretary, Local Government Board; Viscount Cranborne, Under-Secretary, Foreign Affairs; Mr. Anstruther-Chalmers, Financial Secretary to Treasury; Lord Stanley, Secretary to War Office; and Mr. Arnold Forster, Parliamentary Secretary to Admiralty.

PRESIDENT MCKINLEY'S ELECTION.

President McKinley secured 305 votes against Mr. Bryan's 142. The Republicans will control both Houses.

THE CHINESE QUESTION.

The *News Verano* states that Russia, France, America and Japan have arrived at an understanding as a counterpoise to the Anglo-German Agreement.

The Austrian Lloyd's steamer *Edlerle* left Mofj for this port on the 10th instant.

The N. P. steamer *Tsouma* has arrived at Yokohama and sailed for Hongkong, on the 11th instant.

The P. & O. steamer *Mozagor* left Singapore for this port on the 10th inst., at 8 a.m.

TELEGRAMS

DAILY PRESS' SERVICE.

THE CRISIS IN CHINA.

[FROM OUR CORRESPONDENT.]

SHANGHAI, 11th November, 7.55 p.m.

TUNG FUHSIANG THREATENS REBELLION.

General Tung Fuhsiang, who is now on leave at Ninghsia in Kansu, writes to some friends at Hsianfu that if the Empress Dowager under compulsion of the foreign demands proposes to behead him, his only resource is to raise a rebellion.

PREPARATIONS IN SZECHUAN.

A Chengtu despatch states that the Sze-chuan Viceroy is preparing the palace there. It states also that the Empress Dowager has recently killed fifteen eunuchs who are charged with secretly trying to assist the Emperor to escape alone to Peking.

YUAN SHIKAI'S GRATITUDE.

A Chinanfu despatch states that the Yuan Shikai, in gratitude for the Allies' promise to avoid Shantung, has sent large supplies of cattle and sheep for the use of the foreign troops.

LONDON, 9th November, 7.55 p.m.

THE CHINA SQUADRON—HONOURS AND PROMOTIONS.

Admiral Seymour has been appointed G.C.B.; Captains Bayley (H.M.S. *Aurora*), Burke (Orlando), Callaghan (*Endymion*), and Jellicoe (*Centurion*), C.B.; Vice-Admiral Bruce, K.C.M.G.; Lieutenants Lowther-Crofton (*Centurion*), Charrington (*Alacrity*), Mackenzie (*Whiting*), and Phillips (*Barfleur*), and Engineer Cockey (*Centurion*) have received the D.S.O.; and Midshipman Guy (*Barfleur*) has received the V.C. Promotions are numerous.

LONDON, 10th November, 9.40 p.m.

THE TYPHOON.

In our special edition on Saturday afternoon we gave some particulars of the disastrous effects of the typhoon with which the city was visited early in the morning of that day. Further enquiries go to show that the loss of life and the damage to property is even more serious than was at first anticipated. No part of the city has escaped. Much of the debris has in the meantime been cleared away from the streets, but on Saturday evidence of the visitation was seen on every hand.

Wreckage was strewn on the lower thoroughfares, broken branches, trees, and small landslips on the higher roads, and general debris on the Praya. Of matches there are many in the colony, large and small, but all had experienced disaster. Strong iron telephone posts in Des Vaux Road were bent by the force of the wind to an angle of 35 degrees, and iron lamp-posts had everywhere assumed the most grotesque shapes. The roofs of the houses along the Praya, especially, had suffered most severely. In the harbour much damage was done, the native craft especially suffering, many boats being sunk, and presumably many lives lost. The water early on Saturday morning contained a large quantity of floating wreckage. Two steam-launches were sunk inside the Causeway Bay breakwater. A great number of native craft of all sizes were wrecked, and sunk at Yau Ma Tei. The Canton day steamer *Hankow* was unable to leave for Canton on Saturday morning, and there was no steamer for Macao until 5 p.m. Residents who remember the disastrous typhoon of 1874 say that the wind on Saturday was equally as strong, the only difference being that it did not last so long.

The first intimation of rough weather was given at a quarter to twelve on the morning of Thursday, the 8th inst., when the red cone was hoisted, pointing downwards, indicating a typhoon to the south of the colony. At 11.40 a.m. on Friday the red cone was taken down and the black one hoisted, pointing downwards, a sign that the typhoon was within 300 miles. At a quarter past six the same evening orders were received from the Observatory that the community should be warned of what was coming by the firing of a gun. The gun, however, refused to go off, and an intimation was sent round to all the Police Stations, with the result that all were on the alert. Another warning signal was hoisted at half past seven, viz., two white lights in a vertical line. This indicated bad weather and that the wind was expected to veer. At ten past seven on Saturday morning the typhoon was signalled to be east of the colony, and a signal hoisted at 8.40 a.m. showed that it was to the north of the colony. Shortly afterwards things began to quieten down, and at half-past four the black cone was taken down. Yesterday was a beautifully fine day. The amateur photographer taking snap-shots of the wreckage, etc., was much in evidence.

LOSS OF THE DREDGER "CANTON RIVER."

CARPENTER MCILROY DROWNED.

As daylight on Saturday approached, those in the neighbourhood of the Dock Extension Works heard cries proceeding from the harbour, and it soon became apparent that something had befallen the powerful dredger *Canton River*, which recently arrived here from Paisley, where she was built by Messrs. Fleming and Ferguson of that city. During one of the fitful gusts of wind the ponderous craft with her massive derrick encumbrances and overhead gear had failed to maintain her equilibrium and had, almost without any warning, listed to port and capsized. As to the precise number of crew, workmen and others who were on board at the time it is impossible at the moment of going to press to give any accurate figure. Those in authority at the Dockyard Extension office say that fifty would be about the number, but that seems to be conjecture. It was known that Captain Scott, who was in command of her, was aboard; as also were the chief engineer, Mr. White; the second engineer, Mr. Thomson; the carpenter, Mr. McIlroy; and the majority of the crew. From the statements of some of them it would appear that all on board were apprehensive of danger as the elements heightened in their fury towards the morning. It must have been very shortly after the dredger had fallen a prey to the elements, and turned turtle, that the look-out man on the *Tamar* observed some of the *Canton River's* crew clinging to the bottom of the vessel, which then resembled a cigar-shaped craft. H.M.S. *Astrea*'s lookout also reported the sight of the struggling seamen, and boats from both vessels with volunteer crews put off to the rescue. It was at the greatest risk that the *Tamar*'s whaler, with her crew of five under Queen's Harbour Master Butler, seeming at every moment to meet with a similar fate to those they were about to save, forged their way through the breakers. However, both boats reached the upturned vessel in time, and together saved twelve, while a number of others were lustily swimming for the shore, carried forward with the swiftly flowing current eastwards towards Murray Pier. Second engineer Thomson was one among the first to reach the foreshore, and two others touched ground at Pedder's Wharf. It was well on towards noon before it was known that the carpenter was missing. Up to the time of going to press no further discovery had been made, although the foreshore is being searched for some distance to the eastward and westward. The *Canton River* cost the contractors, Messrs. Pusey & Lether & Co., £240,000, and as already stated in the *Daily Press*, her apparatus is of the most recent design and constructed upon the latest known scientific principles of dredging either in sea or river water. When it is considered that in 15 or 20 minutes 150 tons could be put into her hoppers, which had a capacity of 750 tons, it may be well taken for granted that she was an important accession to the deep-dredging resources of the

Far East. The work of raising her has already been commenced.

Our representative interviewed Captain Scott, master of the ill-fated dredger, on Saturday morning, and gleaned the following few facts. All hands were kept busy from twelve o'clock on Friday night in the effort to save the vessel, seas washed over her continuously, and the engineers toiled to keep the water down. The cargo, in addition, was let go, but all to no purpose. The vessel listed heavily to port, and finally overturned completely. As she heeled over, the men kept crawling round her, and finally perched on the vessel's bottom, where they were from three o'clock until half-past six, when a boat from the *Astrea* rescued them from their perilous position. The second engine was swept away when the dredger capsized, but managed to swim ashore. All the crew were accounted for, but the carpenter, about whom nothing was known. Captain Scott had nothing but praise for the Chinaman on board, who behaved speedily throughout and obeyed every order implicitly.

Another version of the catastrophe to the dredger says:—At about 2.15 on Saturday morning the dredger *Canton River*, of Waterford, capsized. She gave a list to port first, and went over by degrees. This enabled the crew to prepare for what was coming. A Chinese cabin boy sprang into the water, and seizing a log, floated ashore. He at once made his way to the Central Police Station, and Sergeant Gordon and Kent and a P.C. accompanied him back to the harbour with the object of rendering what assistance they could to the distressed vessel. The carpenter, McIlroy, also jumped into the water, but the life-buoy which he had put round him got away when he went down, and his body was washed ashore at Kowloon at about ten o'clock the same morning. The crew was composed of six Europeans and seventeen Chinamen, and on the dredger capsizing they clung to the keel. They remained in this perilous position for about three hours. At about half past six a gig from the *Tamar*, in command of Lieut. Butler, went to their assistance. A boat also went off from the *Astrea*, Lieut. Welsh commanding, and together they took off the dredger's crew and landed them alongside Government Wharf. The *Tamar*'s whaler also picked up a couple of Chinamen, who were thrown into the water by the capsizing of their boat.

THE FOUNDERING OF H.M.S. "SANDPIPER."

AN ARMEDEE DROWNED.

Among the vessels which have come to grief in the harbour was H.M.S. *Sandpiper*, which was lying out in the man-of-war anchorage on the Kowloon side. She made signals of distress at about eight o'clock in the morning, and the torpedo-boat destroyer *Otter* went to her assistance. She was, however, unable to prevent her from foundering, but by masterly seamanship succeeded in taking off the crew, damaging her bows with the floating wreckage in so doing. Lieut. Wilkin, who commanded the *Otter*, is to be complimented on the manner in which he handled the vessel. All hands were saved with the exception of a man of the name of Bedford, one of the armourer's crew.

As our readers are aware, the *Sandpiper* was the first twin-screw shallow draught steamer placed on the West River for the suppression of piracy, being commissioned in Hongkong on the 8th of January, 1899. She was a boat of 85 tons, and her indicated horse power was 240. Lieut. H. C. Carr was in command. She was to have left the harbour on the 19th instant.

DAMAGE IN THE PEAK DISTRICT. At the Peak a good deal of damage was done, most of the houses suffering more or less from the storm and many windows being blown in or out, while the roofs of nearly every house lost a portion of the tiles. The Peak Hospital is badly damaged. The rain came through in torrents, flooding several rooms and two or three windows were blown out, and the porch carried away. Des Vaux and Cameron Villas suffered considerably, roofs, windows, and verandahs in some cases all being damaged. The roof of the Police Station at Mount Gough was partially stripped off. Stewart Terrace would have got off cheaply, had not the wind when at the height of its fury first unroofed and then demolished the whole of the servants' quarters at Nos. 4, 5, and 6. The personal effects of the servants had to be abandoned for the time as the servants only managed to escape in safety. Mountain View lost many tiles. Chamberlain Road being strewed with them for a great portion of its length, but what damage has been effected on the sky line we have not yet been able to ascertain. Nearly every vestige of the different matches erected for the accommodation of workmen has been swept away. The roads and channels have not sustained any perceptible damage, but the cap of the lamp at "Victoria" has been displaced. The "Haystack" had a window blown clean out, and at Hubby Lodge and Meirion similar havoc was done, while the water passed in through the roofs in several places. The Tram Station at Victoria Gap appears to have stood well, and the Chair Shipton in course of erection has sustained no damage, but the matchet over the new storey being added to the Park Hotel little remains. Highclere, the residence of Mr. T. F. Hough was blown clean out, the occupants having to leave it. At Mountain View, H. E. the Governor's new residence, four coals were killed. Mr. House, of the Navy Yard Extension Works, was walking down and he was blown over the side of the road, his face being badly cut.

The damage done to gardens and plantations is very great. All the young plants and seedlings have been torn out by the wind; the bamboo have been stripped of their leaves and together with plantains number the paths. The telegraph wires are nearly all down, and caution is necessary in walking, as they lie across the roads.

THE DAMAGE IN THE EAST.

A LARGE SAILING SHIP ABOARD. There is nothing fresh to report for the Wan-chai district, beyond what has already been published. The American sailing vessel *Berthold Seawall*, which dredged her anchors and cables opposite Arsenal Yard in the height of the storm, got off when the wind changed. She is leaking, however, and has a heavy list to starboard. The river steamer *Long Toong*,

which was lying off for repairs when she was stranded, is still ashore just east of No. 2 Police Station. Numerous junks and sampans were also run aground, but only one Chinese woman belonging to a kerosene junk that stranded opposite the Bay View Hotel is reported missing. This is the only fatality, and even then only presumed, that Inspector Ford has had reported to him. The apparent immunity of Wan-chai from loss of life may, however, be partly accounted for by the fact that the apathetic Chinese do not as a rule take the trouble to report such matters to the police. The most serious damage to shipping was that sustained by the two new police launches, Nos. 1 and 2. They were lying in the Causeway Bay shelter, but, unable to resist the combined forces of wind and sea, broke from their moorings and dashed into Jardine's Pier, sustaining considerable damage. Both launches have been docked for repairs. On shore the effects of the storm were, comparatively speaking, slight. The verandah of the new Wesleyan Soldiers' and Sailors' Home, in course of construction at the corner of Arsenal Street, was blown down, but fortunately no one was about, and the incident was unattended by loss of life. A second building, in course of erection near

Praya East Hotel also came to the ground, doing no damage. Several matches and bamboo piers were carried away.

A visit to the military encampment at Causeway Bay elicited the information that the seas completely flooded the camp. The men were drenched to the skin, and the horses, none of which fortunately broke loose, were standing knee-deep in the water. Beyond the blowing down of the hospital tent, no material damage resulted, however.

COLLAPSE OF BUILDING IN QUEEN'S ROAD AND THE PRAYA.

ELEVEN PERSONS KILLED.

The typhoon was the cause of the collapse of several buildings, the most serious affair of this kind taking place in Queen's Road Central. For some time past a considerable number of workmen have been engaged at Nos. 166, 168, and 170, which was lying off Kowloon. At about eight o'clock on Saturday morning, while there was still a very high wind and heavy sea, three Chinamen were observed clinging to the keel of a capsized junk. On the matter being reported to the Commander, Captain Antonio Julio d'Oliveira Andrade, and to the officer on duty, Lieut. Octavio Augusto do Matos Moreira, orders were immediately given to lower a boat, and in less than a minute a whale-boat was launched manned by 10 willing hands. It gallantly proceeded to the rescue and succeeded in taking on board the three men, although not without difficulty, owing to the heavy sea which was continually sweeping over the wreck. Later on four more Chinamen in a very exhausted condition were seen clinging to a spar and again, the brave sailors went out and succeeded in bringing them safely on board the cruiser, where no efforts were spared to restore them. Conspicuous amongst those on board was the ship's surgeon, Dr. Carlos Alberto Marques Caldeira, who was unremitting in his kindness to the poor survivors. When the weather moderated the men were sent ashore to the Portuguese Consul, Mr. A. G. Romano, who handed them over to the police.

RESCUE BY PORTUGUESE SAILORS.

A couple of gallant rescues were made by the crew of the Portuguese cruiser *Adamastor* which was lying off Kowloon. At about eight o'clock on Saturday morning the supports gave way, and the building came down with a loud crash. A Chinese constable who was on duty near by blew his whistle and No. 5 Police Station, being close at hand Sergeant Robertson and the other Europeans there were soon on the spot, together with a gang of coolies in charge of Inspectors McNab and Gould. The first man recovered was dead, but the next two were alive, and four others were also living when they were extricated, and all six were sent to the Hospital. The last one found alive had a most miraculous escape. It was about a quarter past eleven when he was freed. His legs had been protruding from the debris for some time, and the police little thought that there was any life left in him. It was found, however, on the removal of the bricks and mortar which surrounded him that his face was pressed against a cross-wall and that he had room to breathe. He was taken out just in time. Altogether 14 bodies were recovered—eight dead and six alive—and this being the number to account for the police stopped work as soon as a week.

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THE SCENE WESTWARDS.

MORE LIVES LOST.

The western part of the town came in for its full share of the gale, some six or seven junks being made wrecks of and several lives being lost. Most of the boat-people got into shelter at Kennedytown, taking their boats ashore sometimes. Anticipating a rough time Inspector Baker doubled the Praya patrol. Kennedytown seems to have caught it first. When Sergeant Dymond went out there at ten o'clock on Friday night the roadway was covered with water. On going down stairs at No. 7 Police Station, opposite the Sailors' Home, Inspector Baker found the charge room crowded with affrighted Chinese who had come to the station for shelter. About an hour after this a boatman called and reported that he and his six *foys* were passing the ruins of the Chap Yik Grotto when near the Parcels. The *Sobraon* is the first steamer to go direct from London to China with the mail, without calling at Bombay. The China Service from London has hitherto been via Bombay, but the *Sobraon*, avoiding the Indian port, has performed the journey in shorter time. The *Sobraon* is a new steamer, and this is her maiden trip to the East. She brought out a large cargo. She will return to London by the same route.

[A portion of the above appeared in our own Special Edition on Saturday.]

POLICE COURT.

Saturday, 10th November.

BEFORE MR. HAZELAND.

THE "PERSEVERANCE" FIRE.

The two men who were arrested on the 27th ult. in connection with the *Perseverance* piracy were brought up and formally remanded for a week.

IMPOSING ON A RICKSHAW COOKE.

Wildman Donald indulged in a rickshaw ride, and when the cooke asked for his fare, he not only refused to pay up, but got angry and damaged the rickshaw. He was asked to explain these little contraventions of the bye-laws, and to this invitation replied that he had not the wherewithal to pay the rickshaw cooke.

On the first charge defendant was ordered to pay a fine of \$3 or go to prison for seven days, with hard labour; and on the second, to pay the complainant 35 cents compensation or suffer two days' imprisonment.

A "HANDY" MAN IN TROUBLE.

Fighting is the handy men's trade, but when he commences operations on innocent civilians, he usually finds himself stranded on a lee shore. One of the crew of the torpedo boat *Handy* committed an unprovoked assault on a lung-kung.

The War Department's coal heaps also came to grief.

A portion of the China Merchant's Wharf has gone entirely and the Canton Wharf is also wrecked. Near the Sailors' Home and on the upper roads trees were uprooted and all the streets were littered debris, bricks, tiles, and signposts flying about in a manner which rendered it dangerous to go along the streets.

LOOTING JUNKS.

A camp woman was remanded on a charge of looting stranded kerosene junks at West Point early on Saturday morning. Several other arrests for similar offences have been made.

INTELLIGENCE.

Intelligence has reached us by this mail of the shocking murder of Mr. A. B. Wilson, superintending engineer of the Manila Waterworks at Santolan, while he was proceeding to pay his workers. It appears that Mr. Wilson started out for the waterworks in company with a native assistant engineer to pay the workers their wages and for this purpose he carried with him about \$2,000. He had paid the natives at the Deposito and was on his way to the Santolan pumping station, when he was waylaid on the road, evidently by a band of the notorious ladies that infest that district, and shot, the motive being robbery. His body was discovered by the American patrol (who had been notified by the native assistant who accompanied Mr. Wilson) soon afterwards. Eight bullet wounds were found on the body which had been thrown into the muddy field by the side of the road.

BEWARE.

of the Party offering imitations of MACNIVEN & CAMERON'S PENS.

They come as a book and a blessing to men. The Pickwick, the Owl, and the Waverley Pen. Sold at all Stationers.

MACNIVEN & CAMERON, Ltd., Waverley Works, Edinburgh.

houses in the process of building have been wrecked. Walls have been cracked and scaffolding carried away. All that remains to be done in many cases is to pull the remnants down and begin building afresh. Few old houses have sustained more than slight damage, but one near Yau Ma Tei Bay has been reduced to ruins. The inhabitants of Kowloon had a particularly uncomfortable night, being even more exposed to the fury of the storm than those on this side. It was not until late hour in the morning that any one was able to cross over to Hongkong. The Ferry Launch Wharf at Tsui Tsui has had to be utilized. The Victoria Recreation Club's matchless were blown away, and considerable damage was done to the Naval Depot, the tiles from the roofs of the buildings flying about in all directions. Anchored close by are a number of junks laden with coal for the navy. It was feared that these would be swamped and their valuable cargo lost. Accordingly some 40 or 50 barrels of kerosene were thrown into the water, upon which oil had decided effect.

LATE TELEGRAMS.

NEWS VIA AUSTRALIA.

THE CRISIS.

Adelaide, 16th October.

Russia, France and America have now agreed to an international arbitration at the Hague with regard to the question of the payment of indemnities by China for the attacks upon the Legations and other outrages.

The London Times has published a twenty column description of the siege and relief of Peking, by its special correspondent, Dr. Morrison. The Times accuses the Chinese Ministers in London and Washington of intentionally deceiving the respective governments of those countries with shameless lies as to the true situation of affairs, while the various Legations in Peking were being ruthlessly besieged by the bloodthirsty populace.

Follow, the new German Chancellor, in a recent speech declared that Germany is in full sympathy with the Emperor's proposed policy in China, and that in carrying this out they will have the support of England, Italy, and probably also Japan and France. He states that these Powers are quite capable of reducing China to submission without the assistance of Russia.

23rd October.

Just upon the eve of his departure from Delagoa Bay, Kruger intimated that his main object in visiting Europe was personally to urge upon the different Continental Powers the policy and justice of bringing pressure to bear in the direction of securing the autonomy of the Boer States under the supremacy of Great Britain.

The Cape Parliament has carried a motion almost unanimously for the establishment of an annual day of rejoicing in commemoration of the restoration of South Africa.

NEW ADVERTISEMENTS

AN ORGAN RECITAL
Will be Given by
M R. A. G. WARD
in
ST. JOHN'S CATHEDRAL,
on
WEDNESDAY,
the 14th November, 1900, at 5.30 p.m.
VOCALIST:—**MR. ALEC MARSH.**
A Collection will be made in Aid of the Choir Fund.
Hongkong, 12th November, 1900. [2868]

THEATRE ROYAL,
CITY HALL.

THE HONGKONG AMATEUR DRAMATIC CLUB

WILL give TWO PERFORMANCES
of the COMEDY, Entitled,
“OUR FLAT,”
IN THREE ACTS,

on
SATURDAY, 24th November, and
MONDAY, 26th November, 1900,
Commencing each Evening at 9 P.M. precisely.
Dress Circle, \$3; Stalls, \$2; Pit, \$1.

Half-price to fit for Soldiers, Sailors and
Police in Uniform.

Tickets can be obtained at the Booking Office
of the Theatre, CITY HALL, on and after
MONDAY, 19th November, at 10 A.M.

Booking Office will be open daily from that
date from 10 A.M. to 4 P.M.

Late Trains will run 45 min. after the
fall of the curtain.

H. C. NICOLLE,
Acting Manager.
Hongkong, 12th November, 1900. [2867]

THE HONGKONG RIFLE ASSOCIATION.

THE INTERPORT MATCH is POST-
PONED, and will probably take place on
WEDNESDAY NEXT.

MOYRASS S. NORTHCOTE.
Hon. Secretary.
Hongkong, 12th November, 1900. [2868]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.
THE Company's Steamship.

“DIAMANTE.”
Captain A. Ramsay, will be despatched as
above TO-DAY, the 12th inst., at 5 P.M.
The attention of Passengers is directed to
the excellent accommodation provided by this
Steamer. She is fitted throughout with Electric
Light and is supplied with a Refrigerating
Chamber.

A doctor is carried.
For Freight or Passage, apply to
SHEWAN, TOME & CO.
General Managers.
Hongkong, 10th November, 1900. [2863]

THE HONGKONG STEAM WATER-BOAT COMPANY, LIMITED.

CAPITAL \$75,000.

Divided into 7,500 Shares of \$10 each, payable
\$5 on Application and the Balance to be
called up as may be required.

CONSULTING COMMITTEE.
LIAO TZEE SAN, Esq. (Manager, CHINA MERCHANTS STEAM NAVIGATION Co., Ltd.)

CHAU SIU KI, Esq. (Manager, HONGKONG AND KOWLOON LAND AND LOAN Co., Ltd.)

MANAGER.
J. W. KEW, Esq.

BANKERS.

THE HONGKONG AND SHANGHAI BANKING CORPORATION.

SOLICITORS.

MESSES. WILKINSON & GRIST.

FOR SHANGHAI AND JAPAN.
THE Company's Steamship.

“ULYSSES.”
Captain Edmundson, will be despatched as above
TO-DAY, the 12th instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 12th November, 1900. [2845]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.
THE Company's Steamship.

“HAICHING.”
Captain Hall, will be despatched for the above
ports TO-MORROW, the 13th instant, at
DAILIGHT.

For Freight or Passage, apply to
DOUGLAS LA PRAIK & CO.,
General Managers.
Hongkong, 12th November, 1900. [2866]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

“SOBRAON.”

FROM LONDON, PORT SAID, SUEZ,
COLOMBO AND STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where
each consignment will be sorted out by Mark
and delivery can be obtained as soon as
the goods are landed.

This vessel brims on Cargo:—
From London, &c., ex. s.s. India.

From Australia, ex. s.s. Hindoo.

Optional goods will be landed here unless
instructions are given to the contrary before
9 A.M. on the 12th instant.

Goods not cleared by the 18th instant, at
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

All damaged packages must be left in the
Godowns, and a certificate of the damage
obtained from the Godown Company within
ten days after the vessel's arrival here, after
which no claims will be recognised.

A. M. MARSHALL,
Acting Superintendent.
Hongkong, 16th November, 1900. [2847]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Steamship.

“LIGHTNING.”
having arrived from the above ports, Consignees
of Cargo are hereby informed that their Goods
will be delivered from alongside.

Cargo impeding the discharge will be landed
at once.

Cargo remaining on board after 3 P.M. of the
14th inst. will be landed at Consignee's risk
and expense into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company,
Limited.

Consignees of Cargo from SINGAPORE
and PENANG are requested to take IMMEDIATE
delivery of their Goods from
alongside; such Cargo impeding the discharge
of the vessel, will be landed and stored at
Consignee's risk and expense.

No Fire Insurance will be affected.

Bills of Lading will be countersigned by
DAVID SASCOON, SONS & CO.,
Agents.
Hongkong, 11th November, 1900. [2868]

NOTICE.

NEW ADVERTISEMENTS

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

“TAIWAN”

will be despatched as above TO-MORROW,
the 13th instant, at NOON.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 12th November, 1900. [2865]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship.

“MENMUIR.”

Captain R. W. Almond, will be despatched as
above on THURSDAY, the 16th instant, at
5 P.M.

The attention of Passengers is directed to
the excellent accommodation provided by this
Steamer. She is fitted throughout with Electric
Light and is supplied with a Refrigerating
Chamber.

A doctor is carried.

For Freight or Passage, apply to
SHEWAN, TOME & CO.
General Managers.

Hongkong, 10th November, 1900. [2863]

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAMSUI.

THE Company's Steamship.

“TAMSUI MARU.”

Captain K. Hasegawa, will be despatched for
the above ports on SUNDAY, the 18th inst., at
DAYLIGHT.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 12th November, 1900. [2854]

THE HONGKONG RIFLE ASSOCIATION.

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SHEWAN, TOME & CO.
General Managers.

Hongkong, 10th November, 1900. [2864]

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI AND JAPAN.

THE Company's Steamship.

“ULYSSES.”

Captain Edmundson, will be despatched as above
TO-DAY, the 12th instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 12th November, 1900. [2845]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship.

“HAICHING.”

Captain Hall, will be despatched for the above
ports TO-MORROW, the 13th instant, at
DAILIGHT.

For Freight or Passage, apply to
DOUGLAS LA PRAIK & CO.,
General Managers.

Hongkong, 12th November, 1900. [2866]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

“SOBRAON.”

FROM LONDON, PORT SAID, SUEZ,
COLOMBO AND STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where
each consignment will be sorted out by Mark
and delivery can be obtained as soon as
the goods are landed.

This vessel brims on Cargo:—
From London, &c., ex. s.s. India.

From Australia, ex. s.s. Hindoo.

Optional goods will be landed here unless
instructions are given to the contrary before
9 A.M. on the 12th instant.

Goods not cleared by the 18th instant, at
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

All damaged packages must be left in the
Godowns, and a certificate of the damage
obtained from the Godown Company within
ten days after the vessel's arrival here, after
which no claims will be recognised.

A. M. MARSHALL,
Acting Superintendent.
Hongkong, 16th November, 1900. [2847]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Steamship.

“LIGHTNING.”

having arrived from the above ports, Consignees
of Cargo are hereby informed that their Goods
will be delivered from alongside.

Cargo impeding the discharge will be landed
at once.

Cargo remaining on board after 3 P.M. of the
14th inst. will be landed at Consignee's risk
and expense into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company,
Limited.

Consignees of Cargo from SINGAPORE
and PENANG are requested to take IMMEDIATE
delivery of their Goods from
alongside; such Cargo impeding the discharge
of the vessel, will be landed and stored at
Consignee's risk and expense.

No Fire Insurance will be affected.

Bills of Lading will be countersigned by
DAVID SASCOON, SONS & CO.,
Agents.

Hongkong, 11th November, 1900. [2868]

NOTICE.

STEAMERS calling at Amoy can be supplied

with the highest class of JAPANESE

HONGKONG
BUSINESS DIRECTORY.

AUCTIONEERS, &c.

PAUL BREWITT,
2 Zealand Street, Auctioneer, Appraiser
and Commission Agent.

HUGHES & HOUGH,
Auctioneers to the Government, and Share
and General Brokers, corner Ice House
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THIS SPACE IS RESERVED
FOR THE
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taught workmen. Equal to Home Work.

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Printers, Booksbinders and Account Book
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Contractor, 30, D'Aguilar Street, Local
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Cigars.

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Fine Art, Japanese and Chinese Curios,
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Surgeon Dentist, 50, Queen's Road Central.

WONG TAI FONG,
Surgeon Dentist, 24, Bank Buildings,
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“Chor.” &c.
WILLIAM WHILEY, Manager.

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Every Household Requisite. Depot for
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Ice House Street, Top Floor. Permanent
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Amateur's Requirements a Specialty.

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Exporter of Real Hand-made Torchon Lace
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Opposite Kahn's Curio Store.

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Hats, Silk Handkerchiefs; Opposite Post
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Wholesale and Retail Havans and Manila
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CODE WOLD, "DOCK" NAGASAKI
A.1, A.B.C., Scott's and Engineering Co.
Used.

DOCK No. 1 (at TATEGAMI).
Extreme Length 523 feet.
Length on Blocks 513
Width of Entrance on Top 89
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DOCK No. 2 (at MUKAIJIMA).
Extreme Length 371 feet.
Length on Blocks 350
Width of Entrance on Top 66
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PATENT SLIP (at KOSUGE).
Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the
LATEST IMPROVEMENTS and can
execute any kind of work in SHIPBUILD-
ING and MARINE ENGINEERING as well
as REPAIRING OF SHIPS.

THE COMPANY has a POWERFUL SAL-
VAGE PLANT READY AT SHORT
NOTICE. [1619]

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BOTTLED in its Natural Carbonic Acid Gas.
Bright, Sparkling and Effervescent.
An excellent drink with Wine or Spirit.
Price \$5.50 per Case of 48 Pints.

As seen from the Imperial Japanese Govern-
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saline mineral waters having alkaline reaction
and taken internally its medical uses are for
chronic catarrh of the stomach, intestines,
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skin.

TAI WO & CO.,
22, Bank Buildings,
Agents for Hongkong.
Hongkong, 14th August, 1900. [3211]

P. O. T. L. A. N. D. C. S. M. E. N. T.
J. B. W. H. I. T. E. & B. R. O. S.

SOL'S AGENTS FOR CHINA.
HOLLIDAY, WISE & CO.
Hongkong, 16th September, 1900. [2724]

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RUGBY FOOTBALL.

BY ARTHUR J. GOULD.

VI.

GREAT PLAYERS OF THE PRESENT.

When the task before me was a review of the great players of the past, the difficulty was to make a selection from the long roll of men who had undoubted claims to greatness. There was no question as to their right to the description; the difficulty lay in who should be dealt with and who ignored. But when I attempt to deal with great players of the present it may easily happen that wide divergencies of opinion may exist between myself and my readers. The difficulties of dealing with the subject are great. There are Rugby football clubs of repute in almost every part of the United Kingdom, players by the thousand, and out of that army must be chosen those who seem to merit the title "great." It is a task beyond the power of man to perform with entire satisfaction, and the next best thing is to do it to the best of my ability. That many a man will worthy of fame will be missed, I know full well; but in that I must share the blame, with those whose duty it is to bestow the rewards of amateur football—the international caps which are so dearly prized. Except in one's own district it is difficult to get acquaintance with the form of players, save through the international matches and an occasional county match. Unless an Irish or a Scotch player obtains a place in the international fifteen he is practically unknown to fame so far as the other countries concerned; and virtually the same thing holds good with regard to the attitude of Scots and Irish towards the club players of other countries. However, we must do the best we can to speak with fairness and moderation of the men who have come under notice in international, club, and county matches, remarking at the outset that it is but natural that a critic should be able to speak with greater fullness and accuracy of men playing in his own district, whom he may possibly have watched for years in club games, than he can of men whom he may see two or three times, perhaps only once, in international matches.

GREAT FULL-BACKS.

I propose to deal with the players in order of position, and the full-backs come first. There will be no question, I suppose, that the most famous of present day full-backs is W. J. Bancroft, the Welsh captain. It only from the fact that he holds the international record of matches played, his name would call for mention, for he is in the unique position of having been chosen to represent Wales in every international match since Wales won at Dewsbury, in 1890, and neither accident, illness, business, or any other cause has prevented him from playing in a single match. Thus he has played in 29 international matches, and his record speaks as eloquently of his luck as of his consistency. As a player Bancroft is extremely daring, and in the course of every match takes chances which not one back in a hundred would think of risking, but he has wonderful judgment, his coolness is imperturbable, and while he is always prepared to back his trickiness against the skill of his opponents, it is certain that he comes out best nineteen times out of twenty. He is a great kick—none better. He makes wonderful use of the touch line, he can search out the weakness of an opposing team and play to it relentlessly if it is within the power of a full back, and by his tricky running before getting rid of the ball he does much to wear out the forwards of the other side. At his best he stands alone in the variety and resource of his play, and even his defence—which is his weakest point—is often above reproach. But the distance between his best and his worst is great, and his "off" day would give one who saw him for the first time the impression that he deserved none of the praise which has been deservedly lavished upon him. But a man should be judged at his best, at the least by his average, and there is no doubt that Bancroft has amply proved his right to fame. Of the other full backs of the year, H. T. Gamlin, the English player, proved a great tackler, and, in spite of some awkwardness, a fine all-round player, his kicking generally having great length. At the same time, there was a pretty general opinion in Wales that G. Rowans, the Gloucester full back, was one of the best full backs of the year, and quite worthy of his cap. Rottenburg, the Scottish back, proved himself a thoroughly good all-round player. In spite of the example of Bancroft, we do not look for brilliance in a full-back; soundness, the ability and the determination to play for safety, without taking risks, are what we ask for. A back should be able to catch and field with certainty, to kick far and accurately, to tackle surely, and all these things Gamlin, Rowans, and Rottenburg did.

THREE-QUAETERS.

Among the great three-quarters of the present, E. Gwyn Nichols holds the first place. He is a player who ranks with the giants of the game, and during 1890-1900 had no equal in either of the countries. It is not sufficient that a man should do the right thing by an occasional inspiration; trained intelligence, judgment which is the outcome of experience, must come to the aid of inspiration. There are many comely three-quarters who occasionally do their work in a way which could not be improved upon, and yet prove by subsequent play that they did the right thing by accident and not of set purpose. But Gwyn Nichols is of that other kind who do the right thing by design and with knowledge, and though neither he nor any man avoids mistakes, it may be said that his judgment is on a level with his individual ability, and both are of the highest. It is in combination with his wing that he shines, and no one knows better than he

does when to give the pass which makes a try certain. He is a fine runner, with an effective swerve, he gives and takes passes well, he catches surely, fields quickly, and kicks with accuracy. His defence is very sound, and though he is not quite so fast as he was before his visit to Australia, it is certain that in 1890-1900 he felt the strain of having played practically three seasons in succession without a break. As he is still young he should, after the rest of the summer, play as well as ever in 1900-1. Of the other three-quarters of the year, W. Lewellyn was the best of the Welsh wings, as he was excellent alike in attack and defence. Placky, quick to see a chance and take it, a fine runner, a good kick, he deserves a place in the company of the great. On the whole, it seemed from the international matches that great three-quarters were rare, and especially was this the case with centros. With the exception of Nicholls, there was no player in that position who fulfilled all the conditions of a great centre (I speak of the international matches) but Gordon Smith and Bunting both played finely, and came very near the ideal. The former was the more dashing, the latter the more scientific. If Gordon Smith showed judgment in pausing at the right moment, comparable with his dash in breaking away, he would be one of the great centres, but lacking that quality he does great things at times though generally falling below the highest level. Bunting, with less individual ability, has better judgment. Scottish three-centres generally suffer from the fact that their forwards do not play for them—in fact generally ignore them; and it is only when their forwards are really winning that they get anything like a real chance to show their powers in attack. Last season three-quarter play was by no means good with Scotland, but A. R. Smith and T. Scott deserve to be ranked among the great players, especially for their defence. The Irish three-quarters, though good, were not the equals of the great men who preceded them, though Allison showed form which marked him out as a player above the average.

HALF-BACKS.

When we turn to the half-backs, there can be no question that the finest pair of the year were G. Lewellyn Lloyd and Louis A. Phillips, who represented Wales. Under the modern game the criterion of a man's excellence is his usefulness to his team. It has been proved by experience that the brilliant individual is not necessarily the greatest player, for in a game where combination is of the utmost importance the brilliant individual often sacrifices combination in his desire to do more than his share of work (let us ascribe it to a greed for work and not for glory). In the great half-back we must have something more than the ability to run, tackle, and kick; there must be also the judgment which teaches the proper moment to pass, and the willingness to transfer the ball when a fellow player is in a better position to aid the attack. The half who is a fine individual player and yet subordinate individuality to combination is the truly great player. To this description both Lloyd and Phillips answered. They worked together with perfect understanding, and as part of the working machinery of a scientific team they had no equals last season. But while they were the greatest players in combination, and though there was no half who kicked with the power, judgment and accuracy of Phillips, there were men who as individual players were more brilliant. Louis Magee was again the great Irishman of the year, and no half made more brilliant runs than he did. That Magee is a great player is beyond question, and probably he was the finest individual half of the year. But his partner, J. H. Ferris, was also an excellent half; and England had two great individual halves in Marsden and Marquis, both of whom were particularly clever runners.

Little space is left to deal with the forwards. Daniell, of the English pack, is one of the great forwards of the day

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| LONDON, &c., VIA PORTS OF CALL | COROMANDEL | Brit. str. | — | P. W. Vibert, E.N.E. | P. & O. S. N. Co. | On 23rd inst., at Noon. |
| LONDON VIA SUEZ CANAL | AJAX | Brit. str. | — | Batt. | BUTTERFIELD & SWIRE | On 27th inst. |
| LONDON VIA SUEZ CANAL | ANTENOR | Brit. str. | — | Jackson | BUTTERFIELD & SWIRE | On 11th Dec. |
| LONDON | CANTON | Jap. str. | — | G.F. Lockstone, E.N.E. | P. & O. S. N. Co. | On or about 29th inst. |
| LIVERPOOL DIRECT | TANTALUS | Brit. str. | — | Gregory | BUTTERFIELD & SWIRE | On 17th inst. |
| BREMEN VIA PORTS OF CALL | BAESEN | Gor. str. | — | H. Bleeker | MELCHERS & CO. | On 14th inst., at Noon. |
| MASEILLE, LONDON & ANTWERP, V. SPORE, &c. | HAKATA MARU | Jap. str. | — | F. L. Sommer | NIPPON YUSEN KAISHA | On 16th inst., at Daylight. |
| MASEILLE, &c., VIA PORTS OF CALL | TONKIN | Fren. str. | — | Vauquier | MESSAGERIES MARITIMES | On 19th inst., at 1 P.M. |
| HAVRE, BREMEN & HAMBURG V. COLOMBO | AWA MARU | Jap. str. | — | N. Trenet | NIPPON YUSEN KAISHA | On 30th inst., at Daylight. |
| HAVRE & HAMBURG | SURIA | Gor. str. | — | Fork | CARLOWITZ & CO. | On 19th inst. |
| HAVRE & HAMBURG | AMBRIA | Gor. str. | — | A. Wagner | CARLOWITZ & CO. | On or about 6th Dec. |
| HAVRE & HAMBURG | ARAGONIA | Gor. str. | — | Jansen | CARLOWITZ & CO. | On or about 20th Dec. |
| HAVRE & HAMBURG | WITTENBERG | Gor. str. | — | Hempel | CARLOWITZ & CO. | On or about 30th Dec. |
| NEW YORK VIA SUEZ CANAL | SAMBIA | Brit. str. | — | Schmidt | DODWELL & CO., LIMITED | On or about 8th Jan. |
| NEW YORK VIA SUEZ CANAL | HILLGOLEN | Brit. str. | — | Hansen | SHEWAN, TOME & CO. | On or about 20th inst. |
| NEW YORK VIA SUEZ CANAL | DEVONSHIRE | Gor. str. | — | F. G. Gedye | CARLOWITZ & CO. | On or about 28th Dec. |
| NEW YORK | VERONA | Brit. str. | — | O. P. Marshall, E.N.E. | MC GREGOR BROS. & GOW | On 25th inst. |
| NEW YORK | GLENGBARRY | Brit. str. | — | A. Dixon | CANADIAN PACIFIC R. CO. | On 26th inst. |
| VANCOUVER, VIA SHANGHAI, &c. | EMPEROR OF INDIA | Brit. str. | — | J. W. Ekstrand | DODWELL & CO., LIMITED | On 24th inst., at 4 P.M. |
| VICTORIA, B.C., &c., VIA SHANGHAI, &c. | TAJOMA | Gor. str. | — | ... | NIPPON YUSEN KAISHA | On 17th inst., at Noon. |
| PORTLAND, OREGON VIA JAPAN | RIJOHN MARU | Gor. str. | — | ... | T. M. Stevens & CO. | On 24th inst., at Noon. |
| MILOU | COPTIC | Brit. str. | — | ... | O. & O. S. S. CO. | On 4th Dec., at Noon. |
| AMERICA MARU | AMERICA MARU | Gor. str. | — | ... | TOYO KISEI KAISHA | On 20th inst. |
| CITY OF PEKING | CARLISLE CITY | Amr. str. | — | ... | PACIFIC MAIL S. S. CO. | On 15th inst., at 4 P.M. |
| EASTERN | SHASUA MARU | Brit. str. | — | ... | BUTTERFIELD & SWIRE | On 23rd inst., at 4 P.M. |
| AUSTRALIAN PORTS | SILESIA | Ital. str. | — | ... | GIBB, LIVINGSTON & CO. | On 17th inst., P.M. |
| AUSTRIAN PORTS | CHINGTU | Brit. str. | — | ... | BUTTERFIELD & SWIRE | To-day, at 4 P.M. |
| TRISTE, VIA STRAITS, CALCUTTA, COLOMBO, &c. | JAPAN | Brit. str. | — | ... | G. K. Wright | On or about 30th inst. |
| YOKOHAMA & KOBE | HITACHI MARU | Jap. str. | — | ... | G. Anderson | On 23rd inst., at Daylight. |
| YOKOHAMA, VIA NAGASAKI & KOBE | SHINANO MARU | Jap. str. | — | ... | G. E. P. Cook | On 26th inst., at Noon. |
| KOBE & YOKOHAMA | ULYSSES | Gor. str. | — | ... | BUTTERFIELD & SWIRE | To-day. |
| NAGASAKI KOBE & YOKOHAMA | KONIG ALBERT | Gor. str. | — | ... | MELCHERS & CO. | Quick despatch. |
| SHANGHAI & JAPAN | TAIWAN | Brit. str. | — | ... | BUTTERFIELD & SWIRE | To-morrow, at Noon. |
| SHANGHAI | SHANSHI | Brit. str. | — | ... | BUTTERFIELD & SWIRE | To-day, at Noon. |
| SHANGHAI | SORRAON | Brit. str. | — | ... | G. K. Wright | On or about 10th inst. |
| SHANGHAI | BENGAL | Brit. str. | — | ... | G. Anderson | On or about 23rd inst. |
| SWATOW, AMoy & FOOCHOW | HAIKHING | Brit. str. | — | ... | BUTTERFIELD & SWIRE | To-morrow, at Daylight. |
| SWATOW, AMoy & TAMSUI | APING MARU | Jap. str. | — | ... | G. E. P. Cook | On 14th inst., at Daylight. |
| FOOCHOW VIA SWATOW & AMoy | TAMSUI MARU | Jap. str. | — | ... | MELCHERS & CO. | On 18th inst., at Daylight. |
| MANILA | AKASHI MARU | Jap. str. | — | ... | ... | On 21st inst. |
| MANILA | DIAMANTE | Brit. str. | — | ... | ... | To-day, at 5 P.M. |
| MANILA | MENMUIC | Brit. str. | — | ... | ... | On 15th inst., at 5 P.M. |
| BOMBAY, VIENNA, SINGAPORE & COLOMBO | KAGOSHIMA MARU | Jap. str. | — | ... | ... | On 14th inst., at Noon. |

SHIPPING.

ARRIVALS.

Nov. 10, CHIANG, British str., 1,194, Bowker, Canton 10th Nov., General.—JARDINE, MATHERSON & CO.
Nov. 10, SHIANG, British str., 1,250, Carnarvon, Canton 10th Nov., General.—BUTTERFIELD & SWIRE.
Nov. 10, TAIWAN, British str., 1,109, Harder, Canton 10th Nov., General.—BUTTERFIELD & SWIRE.
Nov. 10, MORAWE, British transport, 4,211, Taub, Taku 4th November.
Nov. 10, ARIEL, British str., 2,500, St. John George, Sydney 18th Oct., Brisbane 20th, Townsville 21st, Cairns 24th, Cooktown 24th, Thursday Island 26th, Port Darwin 30th and Manila 7th Nov., General.—GIBB, LIVINGSTON & CO.
Nov. 10, HAIKHING, British str., 1,267, Hull, Foochow 6th Nov., Amoy 7th and Swatow 9th, General.—DOUGLAS L'APRAK & CO.
Nov. 10, SUNDAKAN, German str., 1,374, Muhi, Sandakan 3rd Nov., Timber.—MELCHERS & CO.
Nov. 10, SOBRAGN, British str., 4,414, L. M. Wibmer, E.N.E., London 4th Oct. and Singapore 4th Nov., Mail and General.—P. & O. S. N. CO.
Nov. 10, YUNNAN, British str., 1,128, P. H. Roffe, Manila 7th Nov., General.—JADELINE, MATHERSON & CO.
Nov. 11, BABELSBERG, German str., 1,398, Buckhorn, Java 31st Oct., Sugar.—EAST ASIATIC TRADING CO.
Nov. 11, EASTERN, British str., 3,500, Windrop Ellis, Kobe 6th Nov., General.—GIBB, LIVINGSTON & CO.
Nov. 11, FEICHING, British str., 89, J. Gordon, Haiphong 8th Nov. and Haiphong 9th, General.—JEREMY & CO.
Nov. 11, FOREST DALE, British steamer, 2,215, Crispe, put back.—BRANDAO & CO.
Nov. 11, HILTON, Norwegian str., 833, Chr. Ettem, Hongkong 9th Nov., Coals.—E. A. TRADING CO.
Nov. 11, HSIUNG, British str., 1,940, Mackinnon, Foochow 9th Nov., General.—CHINESE.
Nov. 11, LIGHTNING, British str., 2,122, J. G. Spence, Calcutta 19th Oct. and Straits 3rd Nov., General.—D. SAESON, SONS & CO.
Nov. 11, MAMMUI, British str., 1,286, R. W. Ford, Manila 7th Nov., Hemp and Sugar.—SHEWAN, TOME & CO.
Nov. 11, PIYANG, German str., 897, Kohler, Muji 5th Nov., Coal.—SHEWAN, TOME & CO.
Nov. 11, ZHEENGHIA, British transport, 2,690, Johnston, Shanghai 7th November.
Nov. 11, UNDAUNTED, British cruiser, 5,600, A. C. Clarke, R.N., Woosung 8th November.
Nov. 11, GEFION, German cruiser, 4,207, from Canton.

CLEARANCE.
AT THE HARBOUR MASTER'S OFFICE
10TH NOVEMBER.

McLaren, Maru, Japanese str., for Swatow.

DEPARTURES.

NOV. 10, SUNKUANG, British str., for Manila.
NOV. 10, CATHAY, Russian str., for Marseilles.
NOV. 10, LOONGMEEON, German str., for Canton.
NOV. 10, SABINE RICKENS, British str., for Canton.NOV. 10, CHANGSHA, British str., for Sydney.
NOV. 10, CHIUSAN, British str., for Europe.
NOV. 10, MAIDZUO MARU, Japanese str., for Swatow.

NOV. 11, MOHAWI, British transport.

VESSELS IN DOCK.

ABERDEEN DOCKS.—Don Juan de Austria, Chingtu, H.M.S. Janus, Menelaus, Tartar, Trym, Chevalier, COSMOPOLITAN DOCK.

SHIPPING REPORTS.

The British steamer *Yenning*, from Manila 7th Nov., had strong N.E. winds to heavy gale, with tremendous sea.The British steamer *Easter*, from Koko 6th Nov., had full, overcast weather to Tang Yung; from thence to Lamocka strong N.E. wind and sea, threatening, with falling barometer. From the Lamocka wind shifting to S. and S.W. with heavy S.S.W. swell, barometer falling. Weather clearing and barometer rising when approaching the port.The British steamer *Hatching*, from Foochow 6th Nov., Amoy 7th and Swatow 9th, had fresh N.E. monsoon and clear weather to Swatow. From Swatow to port strong gale with high and irregular sea, gale commencing from N.E. and veering suddenly to S.W. Heavy rain at times. Steams in Amoy—Loekang, Awangwe and H.M.S. Isis. In Swatow—Taisong, Woosung and Chefoo. Nov. 10th spoke str. *Formosa* and a Glen Line steamer, reported all well.The British steamer *Memorial*, from Manila 7th Nov., encountered a heavy S.W. swell with moderate S.E. breeze, gradually increasing into strong gale, with high and dangerous cross sea.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL SETAMSHIP COMPANY).

| PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION. | | | | | | |
|---|---|----------------------|---------|--|--|--|
| STEAMERS | DESTINATIONS | SAILING DATES | SAFETY. | | | |
| KAGOSHIMA MARU | BOMBAY, VIA SINGAPORE | WEDNESDAY, 14th Nov. | | | | |
| T. Murai | COLOMBO | NOON | | | | |
| HAKATA MARU | MARSEILLE, LONDON, and ANTWERP, VIA SINGAPORE | FRIDAY, 16th Nov. | | | | |
| F. L. Sommer | PENANG, COLOMBO & PORT SAID | DAYLIGHT | | | | |
| HITACHI MARU | KOBE and YOKOHAMA | FRIDAY, 23rd Nov. | | | | |
| G. Anderson | SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND | FRIDAY, 23rd Nov. | | | | |
| E. W. Haswell | TOWNSVILLE and BRISBANE | 4 P.M. | | | | |
| EIJOUN MARU | VICTORIA, B.C., and SEATTLE, U.S.A., via SHANGHAI, MOJI | SATURDAY, 24th Nov. | | | | |
| J. W. Ekstrand | KOBE and YOKOHAMA | MONDAY, 26th Nov. | | | | |
| G. E. P. Cook | MARSEILLE, LONDON, and ANTWERP, VIA SINGAPORE | FRIDAY, 30th Nov. | | | | |
| N. Trenet | PENANG, COLOMBO & PORT SAID | DAYLIGHT | | | | |

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 30th October, 1900. [12]

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

| FOR | STEAMERS | TO SAIL ON | REMARKS |
|-------------------------------|-------------------------|-----------------|---|
| SHANGHAI | SORAGAN | About 10th Nov. | Freight or Passage. |
| SHANGHAI | L. M. Wibmer, E.N.E. | About 23rd Nov. | Freight or Passage. |
| LONDON, &c. | S. Borchard | Nov. | See Special Advertisement. |
| LONDON | F. W. Vibert, E.N.E. | About 29th Nov. | Freight or Passage. |
| LONDON | C. F. Lockstone, E.N.E. | Nov. | (Passing through the Inland Sea). Freight or Passage. |
| YOKOHAMA VIA NA-GASAHI & KORE | JAPAN | About 30th Nov. | Freight or Passage. |

PASSENGER SEASON, 1901.

VESSELS ON THE BERTH
EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through cargo toADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EASTERN."
Captain Ellis will be despatched for the above ports on THURSDAY, the 15th November, at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to
GIB, LIVINGSTON & CO., Agents.

Hongkong, 20th October, 1900. [2769]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ, PORT SAID, FUIME AND TRIESTE.
(Taking cargo at through rates to the BRAZILS, SOUTH AFRICA, MADRAS, RED SEA, BLACK SEA, LEVANT, MALTA, VENICE and ADRIATIC PORTS).

THE Company's Steamship

"SILESIA."
Captain P. Capolito, will be despatched as above on SATURDAY, the 17th inst., P.M.
For information as to Passage and Freight, apply to

SANDER, WIELER & CO., Agents.

Hongkong, 7th November, 1900. [6]

OCEAN STEAMSHIP COMPANY.
FOR LIVERPOOL, DIRECT.
(TAKING CARGO AT LONDON RATES.)

THE Company's Steamship

"TANTALUS."
Captain Gregory, will be despatched as above on SATURDAY, the 17th November.

For Freight, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 12th October, 1900. [2846]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

In Connection with the ATCHISON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.
TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

S.S. "CARLISLE CITY" ... On 20th Nov. 3,002 Tons.

S.S. "KVARVEN" ... On 12th Dec. 2,463 Tons.

THE Steamship "CARLISLE CITY" will be despatched for SAN DIEGO and SAN FRANCISCO via MOJI, KOBE, YOKOHAMA and HONOLULU, on TUESDAY, the 20th November.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan.

Hongkong, 8th November, 1900. [14]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, FRENCH GUIANA, CONTINENTAL AND AMERICAN PORTS.

THE Company's Steamship

"COROMANDEL".
Captain F. W. Vibert, R.N.E., carrying Her Majesty's Mails, will be despatched from for Bombay on SATURDAY, the 24th November, at NOON, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Calcutta into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to
A. M. MARSHALL,
Acting Superintendent.

Hongkong, 12th November, 1900. [1]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.
(Rob. M. SLOWAN & CO., HAMBURG)**FOR NEW YORK VIA SUEZ CANAL.**

THE full-powered Steamship

"VERONA".
Captain Hansen will be despatched for the above port on or about 28th December.

For Freight apply to

CARLOWITZ & CO., Agents.

Hongkong, 8th November, 1900. [2834]

VESSELS ON THE BERTH
OCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Cop. (via Shanghai), Nagasaki, Kobe, In.

Saturday, Nov. 17, at NOON.

and Honolulu) ...

Gang (via Shanghai), Nagasaki, Kobe, In.

Tuesday, Dec. 11, at NOON.

and Honolulu) ...

Han (via Shanghai), Nagasaki, Kobe, In.

Saturday, Jan. 5, at NOON.

and Honolulu) ...

The Company's Steamship "COPTIC" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on SATURDAY, the 17th November, at NOON.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU and passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

For further particulars, apply to the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 6th November, 1900. [2]

THE OSAKA SHOSEN KAISHA, LIMITED.**FOR FOOCHEW VIA SWATOW AND AMOY.**

THE Company's Steamship

"AKASHI MARU".

Captain K. Suzuki, will be despatched for the above port on WEDNESDAY, the 21st inst.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 8th November, 1900. [2324]

GLEN LINE OF STEAMERS.**FOR NEW YORK.**

THE Company's Steamship

"GLENGARRY".

Captain F. Gedye, will be despatched for the above port on the 25th November, 1900.

For Freight or Passage, apply to

MCGREGOR BROS. & GOW, Agents.

Hongkong, 26th October, 1900. [2746]

OCEAN STEAMSHIP COMPANY.**FOR LONDON VIA SUEZ CANAL.**

THE Company's Steamship

"AJAX".

Captain Batt, will be despatched as above on TUESDAY, the 27th November.

For Freight, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 19th October, 1900. [2688]

U.S. MAIL LINE.**PACIFIC MAIL STEAMSHIP COMPANY.****VIA INLAND SEA OF JAPAN AND HONOLULU.**

PROPOSED SAILINGS FROM HONGKONG.

CITY OF PEKING (via

Shanghai, Nagasaki, Kobe, Inland Sea, Yo-

kohama, and Honolulu) ...

Saturday, Nov. 24, at NOON.

and Honolulu) ...

HONGKONG MARU (via

Shanghai, Nagasaki, Kobe, Inland Sea, Yo-

kohama, and Honolulu) ...

TUESDAY, Dec. 18, at NOON.

and Honolulu) ...

CITY OF RIO DE JANEIRO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yo-

kohama, and Honolulu) ...

TUESDAY, Jan. 22, at NOON.

and Honolulu) ...

THE Company's Steamship "CITY OF PEKING" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on TUESDAY, the 27th December at NOON.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Passenger holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £2 in addition to the regular tariff rate.

Passenger holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Particulars of the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to

A. M. MARSHALL,
Acting Superintendent.

Hongkong, 12th November, 1900. [1]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, FRENCH GUIANA, CONTINENTAL AND AMERICAN PORTS.

THE Company's Steamship

"COROMANDEL".

Captain F. W. Vibert, R.N.E., carrying Her Majesty's Mails, will be despatched from for Bombay on SATURDAY, the 24th November, at NOON, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Calcutta into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to

A. M. MARSHALL,
Acting Superintendent.

Hongkong, 12th November, 1900. [1]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

(Rob. M. SLOWAN & CO., HAMBURG)

POST OFFICE NOTICES.

NEW YEAR PARCELS.—Parcels for the United Kingdom, posted before 3 p.m. on Friday, the 23rd November, are due in London about the 30th December. Senders of Parcels are requested to post them a few days in advance.
The *Kong Aitert* with the German Mail of the 10th ult., left Singapore, on Friday, the 6th inst., at 2 p.m., and may be expected here to-morrow.
The *America Maru*, with the American Mail dated San Francisco 17th October, left Yokohama on Tuesday, the 6th inst., and may be expected here on or about Wednesday, the 14th inst.

MAILS WILL CLOSE.

| VOR | PER | DAY AND HOUR. |
|--|---|---|
| Shanghai | | Monday, 12th, 11.00 A.M. |
| Shanghai | | Monday, 12th, 11.00 A.M. |
| Penang | | Monday, 12th, 1.00 P.M. |
| Shanghai | | Monday, 12th, 2.00 P.M. |
| Yokohama and Kobe | | Monday, 12th, 3.00 P.M. |
| Singapore | | Monday, 12th, 4.00 P.M. |
| Diamante | | Monday, 12th, 5.00 P.M. |
| Haiching | | Tuesday, 13th, 11.00 A.M. |
| Bisagno | | Tuesday, 13th, 11.00 A.M. |
| Taiwan | | Tuesday, 13th, 3.00 P.M. |
| Ambriz | | Tuesday, 13th, 5.00 P.M. |
| Anping Marine | | Wednesday, 14th. |
| Europe, &c., India via Tunicorn | (Late Letters 11.10 to 11.30 A.M. Extra) | Registration, 10.00 A.M. |
| | Postage 10 cents.) | (Registration, with late fee of 10 cents, up to 10.45 A.M.) |
| SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO | (Supplementary mail on board up to the time fixed for departure of the Mail. Extra Postage 10 cents.) | Saturday, 17th. |
| Europe, &c., India via Tunicorn | (Late Letters 11.10 to 11.30 A.M. Extra) | Registration, 10.00 A.M. |
| | Postage 10 cents.) | (Registration, with late fee of 10 cents, up to 10.45 A.M.) |
| Tonkin | | Letters, 11.00 A.M. |
| Empress of India | | Monday, 19th. |
| | Papers | Circulars, 8.00 A.M. |
| | Letters | Registration, 10.00 A.M. |
| | | (Registration, with late fee of 10 cents, up to 10.45 A.M.) |
| | | Letters, 11.00 A.M. |
| SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA and VANCOUVER, B.C. | (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.) | Wednesday, 21st. |
| TO-DAY. | | Registration, 10.00 A.M. |
| Sale, Furniture, Sales Rooms, Mr. Geo. Lemmert, 2.30 p.m. | | (Registration, with late fee of 10 cents, up to 10.45 A.M.) |
| Sale, Crown Land, 3 p.m. | | Letters, 11.00 A.M. |
| TO-MORROW. | | Registration, 10.00 A.M. |
| Sale, Sundries, Sales Rooms, Mr. V. I. Remondes, 2.30 p.m. | | (Registration, with late fee of 10 cents, up to 10.45 A.M.) |

COMMERCIAL.

CLOSING QUOTATIONS.

SATURDAY, 10th November.

| ON LONDON | TELEGRAPHIC TRANSFER | 2/1 |
|--------------|------------------------------------|------------------------------------|
| | BANK BILLS, on demand | 2/1 |
| | BANK BILLS, at 30 days' sight | 2/1 |
| | BANK BILLS, at 4 months' sight | 2/1 |
| | CREDITS, at 4 months' sight | 2/1 |
| | DOCUMENTARY BANKS, 4 months' sight | 2/1 |
| ON PARIS | | |
| | BANK BILLS, on demand | 2.62 |
| | CREDITS, at 4 months' sight | 2.67 |
| ON GERMANY | | 2.18 |
| | ON DEMAND | |
| | BANK BILLS, on demand | 50 |
| | CREDITS, 60 day's sight | 51 |
| ON BELGIUM | | 156 |
| | TELEGRAPHIC TRANSFER | 156 |
| ON CALCUTTA | | 156 |
| | TELEGRAPHIC TRANSFER | 156 |
| ON SHANGHAI | | 156 |
| | BANK, at sight | 71 |
| | PRIVATE, 30 days' sight | 71 |
| ON YORKHAMA | | 2 p.c. dis. |
| | ON DEMAND | |
| | 1 p.c. pm. | |
| ON NEW YORK | | 1 p.c. pm. |
| | ON DEMAND | |
| | BANK BILLS, on demand | 50 |
| | CREDITS, 60 day's sight | 51 |
| ON BATAVIA | | 125 |
| | ON DEMAND | |
| | 2 p.c. pm. | |
| ON HAMPHONG | | 2 p.c. pm. |
| | ON DEMAND | |
| | 1 p.c. pm. | |
| ON SAIGON | | 60 |
| | ON DEMAND | |
| | 1 p.c. pm. | |
| ON BANGKOK | | 60 |
| | ON DEMAND | |
| | 1 p.c. pm. | |
| ON SINGAPORE | | SOVEREIGN, Bank's Buying Rate 9.50 |
| | GOLD LEAF, 100 fine, per tael | 50.25 |
| | BAR SILVER, per oz | 29 |

OPIUM.

Quotations are—Allow 20% net to 1 catty.
Malwa New \$770 to \$780 per picul.
Malwa Old \$800 to \$810 " "
Malwa Old \$830 to \$840 " "
P. Paper-wrapped \$870 to \$890 " "
Persian finely wrapped \$870 to \$890 " "
Persian extra fine... \$845 to — per chest.
P. P. Old \$945 to — " "
Bamboo New \$945 to — " "
Bamboo Old — to — "

VESSELS EXPECTED.

THE GERMAN MAIL.—The Imperial German Mail steamer *Kong Aitert*, carrying the German mails with dates from Berlin to the 15th ult., left Singapore on Friday, the 9th inst., at 2 p.m., and may be expected here to-morrow.
The Imperial German Mail steamer *Bayern* left Kobe via Nagasaki and Shanghai on Sunday, the 4th inst., and may be expected here to-morrow.

THE AMERICAN MAIL.

The T. K. steamship *America Maru*, with mails, &c., from San Francisco to the 17th ult., via Honolulu, has arrived at Yokohama, and left for this port via Island Sea, Kobe, Nagasaki and Shanghai on the 26th ult.

The O. & C. steamer *Oacific*, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Island Sea, Kobe, Nagasaki and Shanghai on the 4th inst.

MERCHANT STEAMERS.

The N. Y. K. steamer *Kyushima Maru* (Comboy Line) left Kobe via Moji for this port on the 5th inst., and is expected to arrive here on the 13th inst.

The N. Y. K. steamer *Hakata Maru* (European Line), left Kobe via Moji for this port on the 6th inst., and is expected to arrive here on the 14th inst.

The H. A. L. steamer *Arayama*, from Hamburg, left Singapore for this port on the 6th inst., and may be expected here on or about the 14th inst.

The P. & O. steamer *Mazagon* left Singapore for this port on the 10th inst., at 8 a.m.

The Austrian Lloyd's steamer *Silesia* left Moji for this port on the 10th inst.

The N. P. steamer *Olympia* has arrived at Yokohama and will sail for Hongkong on the 10th inst.

MANAGER.

Hongkong, 4th October, 1900. [2537]

JOINT STOCK SHARES.

Hongkong, 10th November.

| STOCKS. | NO. OF SHARES. | ISSUE VALUE. | PAID UP. | LAST DIVIDEND. | CLOSING QUOTATIONS. |
|--|----------------|--------------|----------|---|--|
| BANKS. | | | | | |
| Hongkong and Shanghai Banking Corporation | 80,000 | \$125 | \$125 | 30/- div'd at 1/11d d— | [sellers] 115. p. c. pr.—\$5162, London 4.7. |
| Bank of China & Japan, Ltd. | 160,575 | 25 | 25 | None | 25. 55. |
| Do. Deferred | 1,250 | 21 | 21 | 25/— | 25. 55. |
| National Bank of China, Ltd. | 10,970 A | 210 | 218 | 2/8 for 1899 | \$20, buyers |
| Do. Founders' Share | 2,985 B | 210 | 218 | 2/8 for 1899 | \$20, buyers |
| Do. 750,000 | 21 | 21 | 21 | None | \$20. |
| MARINE INSURANCES. | | | | | |
| Union Fire Society, Ltd. | 10,000 | \$250 | \$250 | 40 p. c. est.—\$20 for 1898 | \$245, sellers |
| China Traders Ins. Co., Ltd. | 24,000 | \$85.33 | \$85.33 | 10 p. c. for y. end 30/4/00 | \$82, sales & sellers |
| North China Ins. Co., Ltd. | 5,000 | \$100 | \$100 | 1/4 for 1898 | \$100, buyers |
| China & Manilla S. S. Co., Ltd. | 14,000 | \$50 | \$50 | 20 per cent. for 1899 | \$71, sellers |
| Douglas Steamship Co., Ltd. | 20,000 | \$50 | \$50 | 12 per cent. for year ending 30/9/98 | \$41, sellers & sellers |
| China Mutual S. N. Co., Limited | 80,000 | \$15 | \$15 | (\$1.20 for half year ended 30/6/1900) | \$821, sellers |
| Indo-China S. N. Co., Ltd. | 60,000 | \$210 | \$210 | Op. p. c. 2/2 p. c. bonus for '99 | \$82, buyers |
| China & Manilla S. S. Co., Ltd. | 1,000 | \$50 | \$50 | 20 per cent. for 1899 | \$86, sellers |
| Douglas Steamship Co., Ltd. | 20,000 | \$50 | \$50 | 12 per cent. for year ending 30/9/98 | \$41, sellers & sellers |
| China Mutual S. N. Co., Limited | 20,000 | \$10 | \$10 | Int. of 3 per cent. on a/c 1900 | \$100, buyers |
| Do. Ordinary | 20,000 | \$10 | \$10 | Int. of 5 per cent. on a/c 1900 | \$104, buyers |
| Star Ferry Co., Limited | 10,000 | \$10 | \$10 | \$1.05—12 p. c. for year ended 30/4/00 | \$84, sales & buyers |
| Shell Transport & Trading Co., Limited | 2,000,000 | £1 | £1 | Int. of 5 p. cent. on account of 1900 | £23, 5s. |
| REVENUES. | | | | | |
| China Sugar Refining Company, Limited | 20,000 | \$100 | \$100 | Int. of \$25 per share on a/c 1900 | \$113, buyers |
| Luzon Sugar Refining Co., Ltd. | 7,000 | \$100 | \$100 | \$3 for 1897 | \$35, buyers |
| Mining. | | | | | |
| Fujon Mining Co., Ltd. | 60,000 | \$8 | \$8 | None | \$2.50, sellers |
| Do. Preference | 30,000 | \$1 | \$1 | 75 cents | |
| Societe Francaise des Charbonnages du Tonkin | 10,000 | Fr. 250 | Fr. 250 | None | |
| Queens Mines, Limited | 400,000 | 25 cts. | 25 cts. | 8 cents, sellers | |
| Johns Mining and Trading Company, Ltd. | 45,000 | \$5 | \$5 | 6 p. c. half year end 31/7/98 (coupon 9) | \$74. |
| Raub Australasia Gold Mining Co., Limited | 200,000 | \$21 | \$10/10 | 1 sing. 51cts, 10th div. on 77/50 | \$50. |
| Oliver Freshfield Mines Limited | A 15,000 | \$5 | \$5 | None | \$21, sellers |
| B 45,000 | \$5 | \$43 | \$43 | 71 cents, sales | \$1.50, sellers |
| Great Eastern and Canadian Gold Mining Co., Ltd. | 140,000 | \$4 | \$3 | First year | |
| Do. Preference | 70,000 | \$1 | \$1 | 40 cents | |
| Docks, Warehouses, &c. | 12,500 | \$125 | \$125 | Spec. & 12 p. c. bonus for 4 years ended 30/6/00 | \$45 per c. pr.—\$406.25. |
| Hongkong and Whampoa Dock Co., Limited | 30,000 | \$50 | \$50 | Int. of 5 p. cent. on account of 1900. | \$84, buyers |
| Wanchai Warehouse and Storage Co., Ltd. | 2,600 | \$100 | \$87.3 | Int. of 10 p. c. on account of 1900—22p. et. for 1899 | \$81, buyers |
| New Amoy Dock Co., Ltd. | 6,000 | \$81 | \$83 | 22 per cent. for 1899 | \$201. |
| LANDS, HOTELS & BUILDINGS. | | | | | |
| Hongkong Land Investment Agency Co., Ltd. | 50,000 | \$100 | \$100 | Int. \$3 on account 1900 | \$162, sellers |
| Kingston Land & B. Co. | 6,000 | \$50 | \$30 | \$3 for 1899 | \$25, buyers |
| West Point Building Company, Limited | 12,500 | | | | |